

EXCHANGE:
Closing Quotations:
T.T. London 4 1/4 d.
On Demand 4 5-16 d.

The Hongkong Telegraph

(ESTABLISHED 1881.)
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April 13, 1917. Temperature 6 a.m. 70 2 p.m. 73
Humidity 96 37

April 13, 1917. Temperature 6 a.m. 68 2 p.m. 78
Humidity 78

7635 日二廿月二潤

FRIDAY, APRIL 13, 1917.

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\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE BRITISH OFFENSIVE.

Operations Hindered by Snowfall.

London, April 12.

Field Marshal Sir Douglas Haig reports:—A daylong snow fall has rendered observation impossible and has impeded operations.

We beat off this morning two counterattacks on our new positions near Monchy le Preux. Prisoners taken at Monchy le Preux state that they were ordered to hold the village at all costs.

Farther south, we penetrated the enemy lines in the neighbourhood of Bullecourt, taking a number of prisoners.

Large enemy forces counter-attacked and forced us back to our own lines. Our artillery inflicted heavy losses on the enemy's attacking troops.

Our aeroplanes were active yesterday, despite the gale. Few enemy machines were seen.

The French Front.

London, April 12.

A French official message states:—There has been active artillery firing in the region of St. Quentin.

The enemy, south of the Oise, drove back one of our detachments to the north-east of Everaumont sous Coudy, but a counter-attack promptly ejected him.

Both artilleries were most active in Champagne.

U. S. Air Squadron.

London, April 12.

Reuter's correspondent at Paris states that the American Air Squadron in the French service will fight in American uniform under the American flag.

Our New Tactics.

London, April 12.

The British offensive continues to be the topic of comment in Paris, where there is much admiration expressed at the new tactics whereby the front attack has widened as it has progressed, instead of narrowing, like the previous Allied offensives. Thus it is now impossible for the enemy to make flank attacks, as no salient has been produced.

The extent of the British front has doubled in two days, like an opening fan. Its left commands the Douai plain, the centre is within seven miles of Douai, while the right is dangerously threatening the German lines with envelopment—the whole progressing towards Lens.

French accounts of the battle dwell on the success of the tanks and the new British triplanes.

There was a stirring charge by massed cavalry on the fleeing enemy in the vicinity of Monchy yesterday.

Two Important Positions Captured.

London, April 12.

Field Marshal Sir Douglas Haig reports:—The weather is wet and gloomy.

We attacked this morning and captured two important positions to the north of the Vimy Ridge, astride the Scarpe River, taking prisoners.

We drove off two night attacks at the northern end of the Vimy Ridge, with heavy German losses.

We progressed to the south of the Scarpe River.

French Successes.

London, April 12.

A French communiqué states:—The artillery struggle continued fairly violently during the night between the Somme and the Oise, and notably in the region of Urville.

After artillery preparation, we attacked the German positions south of the Oise, east of the line from Conoy la Ville to Quincy Basée. After lively fighting, we pushed back the enemy as far as the south-western edge of the upper forest of Conoy, and captured several important points d'appui. We killed many of the enemy, and took prisoners.

Our reconnaissances penetrated the German lines at several points north of the Aisne, and brought back forty prisoners.

During a lively attack east of Sapignol, we drove the enemy out of a few elements of trenches he has occupied since April 4. Our line is now completely re-established.

Bitter Fighting.

London, April 12.

Reuter's correspondent at British Headquarters, wiring on April 12, states:—During the last twenty-four hours, fighting has become more intense. The Germans, apparently reinforced, are desperately resisting our heavy pressure. Various counter-attacks have been launched, but, except at Bullecourt, these were unsuccessful.

The German claim of a thousand prisoners at Bullecourt, is a wild statement.

The fighting for the key position of Monchy le Preux is most bitter, but we are retaining all our gains and consolidating our defences.

Time is now required to bring up heavy guns and make good communications before attempting another great stroke in the battle of Arras.

We captured eleven more guns between Croisilles and the River Scarpe yesterday.

The enemy is shelling our new positions beyond the Vimy Ridge, the loss of which has undoubtedly greatly charged him.

U. S. WOODEN SHIPS.

London, April 12.

Reuter's correspondent at Washington states that President Wilson has requested Colonel Goethals, the builder of the Panama Canal, to supervise the building of a thousand wooden ships for trade with the Allies.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

SOUTH AMERICA AND THE WAR.

A German Minister's Refusal.

London, April 12.

Reuter's correspondent at Rio de Janeiro states that the German Minister has been handed his passports, but he refuses to leave before the 18th inst., as he is lacking instructions from Berlin.

Brazilian Precautions.

London, April 12.

Reuter's correspondent at Rio de Janeiro states that the Government is equipping a strong contingent which will be concentrated in the States of Rio Grande do Sul, Paraná and Santa Catharina, where Germans are numerous.

Argentine Increases.

London, April 12.

Reuter's correspondent at Buenos Aires states that steps are being taken to increase the effective in the Army and Navy.

Argentine Preparing to Call Up Conscripts.

London, April 12.

Reuter's correspondent at Buenos Aires states that the Government, as a precautionary measure, is preparing to call up conscripts.

AMERICA'S INTERVENTION.

Historic Gathering in London.

London, April 12.

The American Luncheon Club entertained Mr. Lloyd George to luncheon, the American Ambassador presiding. The toast of the King and of President Wilson were received with prolonged cheering and the singing of the National Anthems. The guests included General Smuts, Sir Robert Borden and several Cabinet Ministers.

The American Ambassador said:—"We have set out to help in the enterprise of saving the earth as a place worth living in—(loud cheers). We have come in answer only to the high call of duty—not for any material rewards or territory or indemnity or conquest or anything. We have only a high duty to answer 'emancipate' when it is desperately assailed"—(Cheers).

The Premier was received with loud cheers and the waving of handkerchiefs. He said:—"I am in the happy position of being the first British Minister who, in speaking on behalf of the people of this country, can salute the American nation as comrades in arms—(Cheers). I am glad not merely because of the stupendous resources America will bring to the succour of the Allies, but I rejoice as a democrat—(Cheers). The advent of the United States into the war gives the final stamp and seal to the character of the conflict as a struggle against military autocracy throughout the world"—(Cheers).

Proceeding, Mr. Lloyd George said:—"This is the straightest struggle for liberty that America has ever embarked upon—(Cheers). Most of the great wars of the past were waged for domestic aggrandisement and conquest, and the fact that the United States has made up its mind finally makes it abundantly clear to the world that this is no such struggle, but a great fight for human liberty—(Cheers). The United States naturally did not know at first what we had endured in Europe for years from this military caste in Prussia; Prussia is not a democracy—(Laughter). The Kaiser promises that it will be a democracy after the war. I think he is right—(Laughter and cheers). But Prussia is not merely not a democracy; Prussia is not a State—Prussia is an Army—(Hear, hear). I had great industries highly developed, a great educational system, and great Universities, but all of these were subordinate to the one great predominant purpose of an all-conquering Army which would intimidate the world. The Army was the spear-point of Prussia; the rest was merely the haft. That is what we have to deal with, for it has got on the nerves of Europe." It was an Army that within recent times had waged three wars all for conquest. The incessant tramp of its legions through the streets of Prussia and on the parade grounds had got into the Prussian head. The Kaiser, when he witnessed it on a grand scale in reviews got drunk with the sound of it. He delivered the law for the world, as if Potsdam were a new Sinai, and as if he were uttering the law from a thunder-cloud. Make no mistake, Europe knew the whole time what it meant; what it did not know was the moment when it would come.

SPAIN AND SUBMARINISM.

A Grave Outlook.

London, April 12.

Reuter's correspondent at Madrid states that fresh sinkings of Spanish vessels, despite German promises and excuses, have produced intense exasperation in Spain, whose economic situation, moreover, is thereby terribly distressed.

All parties recognise the gravity of the outlook and the necessity for the taking of strong measures.

Sunk Without Warning.

London, April 12.

The Spanish steamer San Feliciano has been sunk without warning, the crew being landed at Nantes.

THE RUSSIAN UNREST.

A Warning by the "Times."

London, April 12.

The situation in Russia continues to be watched with great interest.

The Times, writing editorially, echoes the general feeling when it says that it trusts the leaders of all parties will realise the imperative need for the preservation of internal order. It reminds the extremists that Paul R. B. and prominent German publicists lecturing in Berlin have recently admitted that the German government depends entirely on the success of the Russian Revolution.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

INSURRECTION IN SERBIA.

Heartless Murders by Bulgarians.

London, April 12.

Reuter has received confirmation of an insurrection in Serbia. During March, rebels seized several towns and depots of arms, and marched to Nish. The Bulgarians became alarmed and sent two divisions to oppose the rebels.

Nevertheless, as a result of a fortnight's fighting, the rebels reached the gates of Nish and would have captured the town but for the intervention of a third Bulgarian Division.

The subsequent repression was most appalling. Civilians in the towns were massacred by the Bulgarians, women and children not being spared, while the populations were interned wholesale.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

EARLIER TELEGRAMS.

A COMPLEX RUSSIAN SITUATION.

London, April 11.

Although the Russian censorship permits the free passing of all news, the people in London find difficulty in appreciating the exact situation in Russia, which is indeed tolerably complex.

The declarations of the Provisional Government demonstrate its firm determination to uphold the treaties with the Allies, carry on the war to victory, promote discipline in the army and the production of munitions in the factories by every means in its power; but also it is faced with the adverse influences of extremists, who talk wildly of the brotherhood of man, peaceful union with the German socialists and other utopian projects. These extremists are mainly represented by the Council of Workmen and Soldiers. What is unknown is the backing that these men have in the army, if any. Apparently however, they are mainly nondescript malcontents and others of Jacobin type whose heads have been turned by the social upheaval. German secret efforts to approach and influence these people is not likely to succeed in view of the steadfastness of the Government, which comprises the best elements in Russia.

SHIPPING RETURNS AND SUBMARINES.

London, April 9.

The Admiralty announces that the arrivals for the week were 2,406 and the sailings 2,367. There were sunk seventeen over 1,000 tons and two under 1,000 tons. Fourteen were unsuccessfully attacked. Six fishing vessels were sunk.

An Italian Naval communiqué states that for the week sailing vessels under 300 tons, while one steamer was attacked but escaped.

THE NEW BRITISH PUSH.

Description of Tactical Idea.

London, April 12.

Reuter's correspondent at Headquarters, telegraphing on the evening of April 11, gives details of the capture of Monchy le Preux, referred to in an earlier telegram. He says that the village is one of the key positions of the country between the Scarpe and Seneffe and stands on the edge of a little plateau which is thirty metres above the plain and eight metres higher than the summit of Orange Hill, which intervenes between it and Arras. The Germans, consequently, were enabled to develop the strongest defensive positions in the village and Chateau lying to the north-west, besides establishing machine gun posts. Sark wood, Bois de Vert and Monchy were approached from four quarters by sunken roads full of snipers and machine gunners. The command decided that the least costly course to capture the place would be by turning the position. As a preliminary to this Monchy village and Fampoux, three miles to the north-west were stormed and occupied by a considerable force, advantageously moved during heavy snow squalls which reduced the visibility to the narrowest limits and prevented the enemy from observing the extent and direction of the movement. Monchy offered stubborn resistance. Fighting continued after dark when our bombers were on the fringe of the village. Apparently most of the enemy withdrew in the darkness. When the attack was renewed at dawn Monchy was occupied, and the attack successfully continued. The importance of the success lies in the fact that it gives domination of the high ground. To-day has been chiefly devoted to the consolidating of gains, but there has been hard fighting between Croisilles and St. Quentin. Prisoners state that the intensity of our bombardment prevented the approach of supply columns and consequently they were without food for two or three days. The Correspondent asserts unhesitatingly that the spirit of resistance shown at the beginning of the Somme offensive is much diminished now.

German Claim to Have Repulsed British.

London, April 11.

A wireless German official message states:—"We heavily repulsed strong British forces on a wide front on both sides of the Arras-Cambrai road. Fresh fighting has developed here since the morning, also between Bullecourt and Queant. The enemy is bombarding St. Quentin and La Fere with grenades and shrapnel. The artillery firing daily increases in violence from Vailly and Rheims. A quick counter-attack frustrated a French coup-de-main to the east of Berry-au-Bac."

"A Thousand English Prisoners."

London, April 12.

Another German official report states:—"Near Fampoux, north of the Scarpe, English infantry attacks and several cavalry attacks near Rosux failed. The fighting near Monchy and Wavreux favoured us. To the east of Bullecourt, near Hardicourt, we took prisoners one thousand English. There was most violent artillery firing between Solennes and Rheims."

VOLUNTEER ORDERS.

Corps Order issued to-day by Lieut-Colonel A. Chapman, V.D., state:—

Joined.

Pte. W. J. Garra having joined is allotted Corps No. 2687 and posted to Scouts Company.

Leave.

No. 1659 Pte. H. L. Drayns is granted leave for the duration of the war from 5th April 1917.

No. 1932 Spr. E. C. Grant Smith is granted leave for the duration of the war from 13th April 1917.

No. 1619 Spr. F. O. Olemo is granted 1 month's leave from 7th April 1917.

Struck Off.

No. 1987 Pte. R. M. McLeay having left the Colony and resigned, is struck off the strength of the Corps from 13th April 1917.

Parades.

Monday 13th instant.—5.10 p.m. Left, Centre and Right Sections M. G. Co. Scouts Company and Civil Service Company outside Courts of Justice under unit Commanders and proceeded by car to Polo Ground; 5.15 p.m. Recruits of all units on Murray Parade Ground under Corps. Edgcombe, Grimes and Edgcombe; 5.30 p.m. Artillery Battery (except members coming off and going on guard) at Belchers Battery.

Tuesday 17th instant.—7.30 a.m. Belchers 6th Section (sub-sections 2 & 3 only) at Belchers Battery; 5.15 p.m. Strathairn Barrer Section at Headquarters and Mounted Section at Jockey Club Stables; 5.30 p.m. Signalling Section "A" & "B" classes at Wellington Barracks, and Artillery Battery (except members coming off and going on guard) at Belchers Battery.

Wednesday 18th April.—5.10 p.m. Commandant's Parade on Polo Ground, Left, Centre and Right Sections M. G. Co. Scouts Company and Civil Service Company in field service marching order, with 150 rounds ball ammunition outside Courts of Justice and proceeded by car to Polo Ground.

Thursday 19th instant.—5.15 p.m. Mounted Section at Jockey Club Stables; 5.30 p.m., Artillery Battery (except members coming off and going on guard) at Belchers Battery.

Friday 20th instant.—7.30 a.m. Belchers 6th Section (sub-sections 1 and 2 only) at Belchers Battery; 5.15 p.m. Recruits of all units on Murray Parade Ground, O. S. M. Wilhel, Corps. Grimes and Edgcombe will attend; 5.30 p.m., Signalling Section "A" and "B" classes at Wellington Barracks, and Artillery Battery (except members coming off and going on guard) at Belchers Battery.

Detail.

On duty 15th instant, Scouts Company; 16th instant, Scouts Company; 17th instant, Civil Service Company; 18th instant, Centre Section M. G. Company; 19th instant, Right Section M. G. Company; 20th instant, Scouts Company; 21st instant, Scouts Company.

Orderly Officer from 15th to 21st instant, Lieut. Ross.

Kailan Output.

The total output of the Kailan Mining Administration's mines for the week ending March 31, amounted to 66,612 tons and the sales during the period, to 73,730 tons.

DON'T FORGET.

TO-DAY.

Victoria Theatre.—8.15 p.m. Bijou Theatre.—8.15 p.m. New Hongkong Cinema.—8.15 p.m.

TO-MORROW.

Victoria Theatre.—8.15 p.m. Bijou Theatre.—8.15 p.m. New Hongkong Cinema.—8.15 p.m.

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GENERAL NEWS.

Food Shortage in Spain.

An Associated Press despatch of March 8 says the Spanish Cabinet is studying measures to ensure a better distribution of foodstuffs in Spain, in an endeavour to enable the country to live on its own resources. Regulations are to be imposed on the production and consumption of all luxuries, in an effort to secure greater supplies of necessities. The shortage of food is giving grave concern.

Plague in India.

Simla, 16th March: There were 13,472 deaths from plague in India during the week ending March 10. The following are the Provincial figures:—Bombay Presidency and Sind, 3,516 deaths; Madras Presidency, 270; Bengal Presidency 8; Bihar and Orissa, 1,118; United Provinces, 5,137; Punjab 73; Burma, 250; Central Provinces, 1,628; Coorg, 1; Mysore State, 165; Hyderabad State, 812; Central India, 290; Rajputana, 936; and Kashmir 6.

The Roll of Honour.

We regret to learn that news has been received of the death of Mr. W. H. Segrave, late of Tanjong Malim Estate. Mr. Segrave went Home and obtained a commission in the A. S. C. After being wounded he was transferred to the Flying Corps, and it was an aeroplane accident at Home that caused his death. We also regret to find in a casualty list dated March 1st under "killed" the name of Lieut. A. S. M. Best, R. E. M. Best, who was a member of the F.M.S. Civil Service, had previously been reported wounded.—Malay Mail.

Primary School for Korean Children.

There is a scheme on foot under the auspices of the Japanese Consul at Tientsin, to found a primary school for the exclusive benefit of Korean children in South Manchuria. A site for the school has been chosen in the Railway town of Tientsin; and it is to be maintained for the time being on lands to be raised by subscriptions. The Government-General of Chosen and the Oriental Colonisation Co. are in hearty support of this plan and will not grudge substantial contributions. There are said to be about 130 Korean children to be sent to the new school by their elders about Mukden, and the neighbourhood.

Calcutta Trainer Injured.

Calcutta, 16th March.—Mr. James Watson, the well known Race-horse trainer, has been admitted into the Presidency General Hospital, suffering from severe injuries received from a pony. On Thursday, while he was training his horses, Little Simon kicked out and struck him in the face, causing a compound fracture of the lower jaw, and knocking out several teeth. He was taken to the hospital by a European Volunteer, who was passing by. On enquiry at the hospital late last night Mr. Watson was pronounced, although in grave danger, slightly improved. Although Mr. Watson has met with various accidents before in training horses, this is said to be the worst of all.

Japanese Official Sentenced.

In the Osaka Obiho Saibancho recently Okoshi Matsuo, formerly a Public Prosecutor of the Osaka Chihoh Saibancho and a member of the Osaka Bar, was sentenced to imprisonment for two years on charges of corruption and fraud. The charges against him are that while Public Prosecutor of the Osaka Court he contracted illicit relations with the mistress of a tea-house who had to be examined in connection with a criminal case. The other charge against prisoner was that he obtained money from his clients under false pretences while carrying on legal practice in Osaka. Okoshi was found guilty on both charges and sentenced to prison. It is believed that he will appeal against the decision.

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The Minister said ordinary expenses were fixed at £16,000,000, which amount would be increased

Superintendent,
Hongkong, April 5, 1917.

to £55,000,000 by supplementary credits. The Minister forecast new sources of revenue, and the adoption of measures similar to those put into effect by other belligerents. On behalf of the Government, he promised strict avoidance of all superfluous expenditure.

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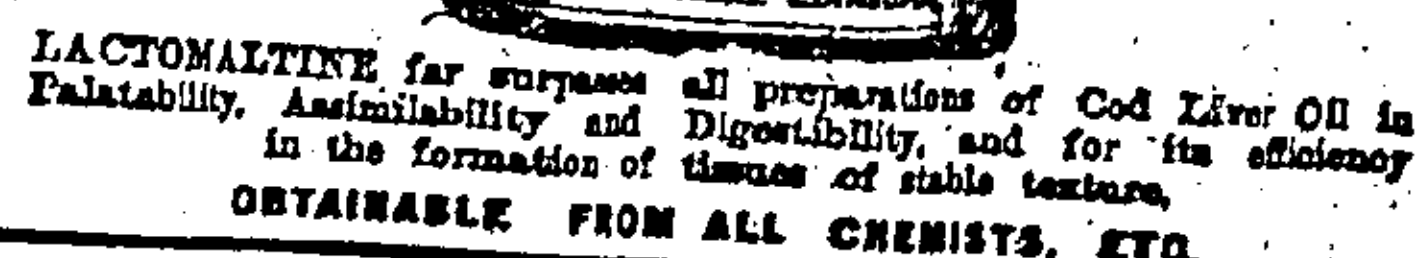
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and below the surface of the skin. You can feel
and what you can't hear is a multitude of tiny
from the head of the gallstone causing the pain
from causes of all your suffering. (Chap. 1)



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Business correspondence should be sent to the Manager.

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By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 13, 1917.

CHINA AND AUSTRIA.

It is somewhat difficult to understand why China sees fit to maintain friendly relations with Austria, the more so since other nations which have broken off relations with Germany have not been slow in meeting out like treatment to the Hun's closest ally. A recent Proclamation issued in Peking definitely states that Austrian ships are not to be molested, and that they are to be dealt with on the same basis as hitherto. This announcement can only mean one thing—namely, that Austrian subjects in China are to be regarded as friends, just as the subjects of other neutral nations are. The danger of such a policy would, we should think, have been obvious to China's statesmen, for, in effect, there is no difference between an Austrian and a German so far as this war is concerned. Certainly we can see no reason why the former should be given preferential treatment over the latter.

The Austrians and the Germans have been working in such close co-operation, both before war broke out and since, that China should realise the extreme unlikelihood of Austrians in the Orient standing idly by while China is actually working in concert with the Allied Powers for the downfall of Germany. Both Austria and Germany are fighting a common cause, inspired by the self-same sordid motives, and it thus stands to reason that Austria will give her partner all the assistance in her power, no matter whether the sphere be the battlefield or whether it be within the confines of China. It is little short of inconceivable, therefore, that China should be willing to continue on terms of friendship with Austria, who is doing all she knows to aid the Hun. It is true that Austria has not come so prominently into the picture as Germany, so far as the commission of crimes against the dictates of civilisation is concerned, but the point which cannot be lost sight of is that China broke off relations with Germany because of the latter's intensified submarine policy—a policy which Austria admits she supports. It would, indeed, be side-stepping facts were it not asserted that Austria, in proportion to the number of her submarines, has been taking just as big a hand in the piracy game as Germany has. The Hun's ally in this matter, we agree, but Austria has most assuredly been an apt disciple. There is another point which supports the advisability of an early breach with Austria. Germany has to accept a humiliating defeat; that much is certain. But if China does not now make an enemy of Austria, the probability is that, when the war is over, if not before, Germany's ally will regard herself as the custodian of German interests in the Far East—and we know what that will mean. In view of that contingency, it behoves the Peking Government to show no latitude to the Austrians within her gate, and to see that a check is placed on their evil proclivities. German ships in Chinese ports have been seized and German subjects placed under the strictest surveillance. Yet Germany's main backer in the war and in all its side-issues are permitted to be at large, free to act just as they desire.

This war has shown the supreme necessity of exercising strict vigilance over alien enemies if they are to be prevented from planning outrages and intrigues in their adopted land. Britain and the United States have learned by experience the folly of being lenient-hearted. Equally necessary is it that strong precautionary measures should be taken against an enemy's avowed friends. That is the lesson which China should take to heart. The Peking Government should see that if Austrians are to be given a free hand in China, they will soon step into Germany's shoes and keep the latter's interests alive until the war is over. China, having taken one good step in declaring Germany her enemy, should not waver in well-doing. What reason has she for severing relations with Germany that are not equally applicable to Austria? So far as we can see, there are none.

General Luk and the Two Kwangs.

For some days past there have been persistent reports among the Chinese to the effect that Luk Wing-ting has been relieved of his post of Military Governor of Kwangtung, and has been made Inspector General of the Forces of Kwangtung and Kwangsei. We will hope that the position is purely an honorary one. In China, where "face" is everything, it frequently occurs that a post is created especially to fit a cashiered or importunate man, or one whose services need to be rewarded in some particular manner. Not long ago we heard that Messrs. Wu Hon-man and Chan Kwang-ming, who know as much about soldiering as about Greek, had been appointed military advisers to the President. Mercifully the duties entailed by such appointments stop short at taking the salary attached, and we will hope that the same statement applies to the new Inspector-Generalship. Luk Wing-ting may be an excellent man personally, but as an ex-chief of banditti and the tool of a political party, it seems hardly desirable that he should have any considerable voice in the military arrangements of South China. Hitherto there has been a good deal of confusion in the minds of the various provinces, due to a fixed idea in the Chinese mind that the office of "Military Governor" is a prime necessity. No one ever seems to have been very clear as to where the duties of this official left off and where those of the Civil Governor began. Now that China has resolved to come into line with foreign nations, one of the first requisites is the reconstitution of her army. At present more than half of the men holding the title of General have no conceivable right to it. But in the background there are many promising and capable men who have studied military affairs abroad or on foreign lines. Why not leave it to them, under the guidance of the really wise men among the older politicians, to rebuild the army?

Germany and the Latins.

As we have maintained for a couple of years, Germany will not rest till she has brought every country in the world against her. She has had her wish as regards the United States, and now she is strongly minded to make deadly enemies of Spain and the South American countries. The cold-blooded murders and senseless destruction of property wrought by her submarines were bound inevitably to enrage hitherto neutral nations, and now it would seem that it is but a work of time for most, if not all, of these to take a hand in pulling the buffoon of Potsdam off his throne. The only Germans who are averse to this principle of dragging in the neutrals are, needless to say, those who have been enjoying a snug and profitable shelter in such countries while their friends at home did the fighting. Of course the Huns in Spain and South America, like those in the United States and in China, have been at their wit's end to stop any open outbreak of hostilities, for war meant personal disaster to them. It was very pleasant to sit and gaze beer and sing hymns of hate in comfortable quarters in Brazil or elsewhere and to continue money-making on a very generous scale, while their relatives in Germany were starving. Thus these patriots have naturally lost no opportunity of maintaining a semblance of peace between their Fatherland and the land in which they happened to be sojourning. Unfortunately for them, their Kaiser cares no more for their convenience than for that of the Huns in Hanland; and this they are now bound sorrowfully to admit. Another point, the truth of which they have to own, is that, through the sublime wisdom of Wilhelm, nobody wants or will ever again want the German. The gentry who were turned out of China the other day are supposed to be on their way to the United States. But will they be allowed to land there? And if they turn back to the Dutch Indies, they may find that Holland likewise has no shelter to offer them. European territory is out of the question, and it is difficult to see where they propose to find a home, unless it be at the South Pole or in Siberia.

DAY BY DAY.

DON'T THINK THAT BECAUSE A MAN HAS DONE YOU A FAVOUR, HE IS UNDER EVERLASTING OBLIGATIONS TO YOU.

The Dollar.
The opening rate of the dollar on demand to-day was 2.45/163.

To-morrow's Anniversary.
To-morrow is the 60th birthday of H. R. H. Princess Beatrice.

Figures in Cables.
The Telegraph Companies announce that the use of figures is again allowed in telegrams to America and other countries beyond the Philippines.

School Sports.
The Yau-mai Government District School holds its annual sports on the school football ground, King's Park, Yau-mai, on Monday. Mrs. E. Ralphs is to present the prizes.

Mentioned in Despatches.
Lieut. C. H. Buckingham, 1st Battalion Northamptonshire Regiment (late of Messrs. Butterfield and Swire, Hongkong) was mentioned in Sir Douglas Haig's Somme despatch of January last.

Shakespearean Performance.
With regard to the Shakespearean performance at George's Night, we are requested to state that seats cannot be booked before 9 a.m. on Monday. Tickets will be issued in exchange for vouchers on payment of \$3 each.

An Apprentice's Theft.
A Chinese apprentice of the Kowloon Dock was charged with stealing a brass bearing bush, valued at \$5, from the Dock yesterday. The lad took the fitting to a shop in Yau-mai and tried to sell it. His Worship imposed a fine of \$25, or one month's hard labour.

Alice Memorial Hospital.
The Hon. Treasurer, of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—J. A. Young, \$25; J. D. Humphreys and Son, \$25; Worcester and Lammert, \$25; Thorensen and Son, \$25; E. Pabanev, \$25; Palmer and Turner, \$25; Wilkinson and Grist, \$25; Hon. Mr. H. E. Pollock, \$25; Leigh and Orange, \$20.

A Treble Charge.
A respectfully dressed Chinese was to-day charged before Mr. J. R. Wood, on three charges, the first being that in 1912, whilst he was the managing partner of the Sheng Tai shop, he stole \$14,187.23 entrusted to him. The second charge was that he also stole \$1,183.72, and there was a further charge of stealing, on June 23 last, \$400, the monies of the partnership. Mr. W. E. M. Shen-ton appeared to prosecute, and Mr. E. Davidson to defend. The case was adjourned.

Employee's Theft.
An employee of the Sun Company was charged before Mr. C. D. Melbourne, at the Magistracy this morning, with stealing a quantity of patent medicines, valued at \$180. His younger brother was also charged in connection with the offence, but was discharged. It was stated that the man stole the goods, and it was only some time later, when the goods were offered to the Sun Company for sale, that they became suspicious and traced the theft to the defendant. He had been employed by the firm for ten months. His Worship passed sentence of six weeks' hard labour.

DANGEROUS GOODS.

Heavy Fine for Storage of Kerosene.

The master of a store at 121, Queen's Road West, was charged before Mr. C. D. Melbourne, at the Police Court this morning, with having in his possession dangerous goods, to wit 28 tins of kerosene, in the basement of his shop.

Mr. F. X. D'Almeida appeared to defend, and Mr. E. J. Grist watched the case for an interested party.

Inspector Terrett said the tins were stored very near to a lighter, and were extremely dangerous. He asked for a heavy penalty, and for the oil to be confiscated.

His Worship imposed a fine of \$100, and confiscated the oil.

THE CHINESE CUSTOMS.

Figures Relating to South China.

The Chinese Maritime Customs has just issued a quarterly return of trade for the Coast Ports, and in these are included Foochow, Amoy, Swatow, Canton, Kowloon, and the Kowloon-Canton Railway traffic; the following extracts from which will no doubt be read with interest. The returns are for the quarter, October-November, 1916.

Foochow:—The total number of ocean-going steamers entering and clearing the port was 249, with a total tonnage of 132,175 tons. Of these ships 52 were British, 50 Japanese, and 140 Chinese. There were 54 sailing vessels of foreign type cleared and entered, adding 1,859 tons, the combined tonnage of steamers and sailing vessels being 134,034 tons. There were 45,432 piculs of black tea and 1,011 piculs of green tea sent to foreign countries, whilst the total amount of opium and opium-extracted to China ports, as well as foreign countries, was 53,296 piculs. The duties and duties collected by the Customs during the quarter amounted to 1,09,997 Haikwan taels (the value of the tael for the quarter is put at 3s. 8d.), which is a good increase on the two preceding years.

Amoy:—The total number of ocean-going steamers entering and clearing the port was 376, with a total tonnage of 488,818 tons. Of these steamers 185 were British, 136 Japanese, 35 Chinese, 14 Dutch and 6 Norwegian. There were only four sailing vessels of foreign type entered and cleared, adding 154 tons to the foreign tonnage. The black tea exported during the quarter was 1,707 piculs to foreign countries and 268 piculs to Chinese ports. The total tea of all kinds exported was 2,018 piculs. The duties and duties collected during the quarter amounted to 1,020,078 Haikwan taels, which shows a substantial decrease as compared with the same quarters for the two preceding years.

Swatow:—There were 554 ocean-going steamers entered and cleared during the period, representing a tonnage of 676,665 tons. Of these steamers 365 were British, 112 Japanese, 46 Norwegian, 16 Chinese, 11 Dutch, and two each of French and American. Launches, including the tonnage of towed boats, added 125,903 tons. It is interesting to note that no fewer than 4,524 junks entered, of which number 4,464 were cleared. The total amount of tea exported during the period was 1,442 piculs, and of sugar no less than 69,166 piculs, of which 54,645 piculs were brown and 14,521 white. The Maritime Customs collected in duties and duties 294,413 Haikwan taels, which showed a slight increase on the figure for the same quarter last year, but a decrease on the figures for 1914.

Canton:—There were 278 ocean-going steamers entered and cleared during the quarter, British boats preponderating to the extent of 167. The tonnage of these steamers was 365,590. There were no less than 1,245 river steamers, with a tonnage of 784,408 tons. Sailing vessels of foreign type and launches brought the total tonnage entered and cleared up to 1,101,000 tons. There are some outstanding figures in the imports, these being over 54,000 cases and have imported, over 100,000 millions of cigarettes, over 44,000 tons worth of dyes and colours, over 88,000 dozen pieces of hosiery, over 153,000 gross of matches, over two million gallons of oil, besides vast quantities of beans and ground-nuts. In the exports, cases, eggs, fans, decorated glass bangles, mats and sugar formed the largest items. There were over 5,000 piculs of tea exported, and of raw silk over 13,000 piculs. The duties and duties collected by the Maritime Customs totalled 684,640 taels, a large increase on the two previous years. The Native Customs collected over 79,000 taels.

Kowloon:—The returns for this small station contain nothing of special interest, and it need only be stated that the revenue collected was just over 60,000 taels, an increase on the previous two years.

HONGKONG TENNIS LEAGUE.

Preparing for the Coming Season.

The annual general meeting of the Hongkong Tennis League was held at the H.K.C.C. Club-house, last evening, when Dr. Forsyth, (President) was in the chair. Probably owing to the inclement weather prevailing, the attendance was only sparse, those being present being—Mr. H. A. Nisbet (Vice-President), Dr. F. Lindsay Woods (Acting Hon. Secretary and Treasurer), Messrs. P. T. Lumble, (Civil Service), W. Gittins and A. H. Ramjahn, (H. K. University), E. Ford, (Vanguard), C. F. Lee (O.R.C.), R. G. Southerton, (Craigengower).

The Acting Hon. Secretary presented the report and balance sheet, which have already been published, and this was taken as read.

The Chairman said that he had to congratulate the Hongkong Club on having won the championship last season. The Vanguard Club had won the second shield. It was very satisfactory that they should be running this little League at a decided profit. With regard to war charities, \$75.10 had been allocated. They had now a balance of \$45.03, but as they had certain printing debts to meet, he did not think it would be advisable to give any more money at the present to war charities. Another thing he would like to mention was the question of the advisability of the Vanguard Club going into the First Division, and Kowloon "A" into the lower division. Two other new clubs had applied for admission to membership in the League. Unfortunately they both wished to join the Second Division. This would give the Second Division very many clubs. One question he wished to mention was that many clubs had not completed their fixture list, and he would like this matter rectified in the coming season.

Proceeding, Dr. Forsyth said he thought the time had arrived when he should give someone else a chance to be President of the League, and he proposed that Mr. Nisbet should be elected to the office.

The motion being seconded, Mr. Nisbet moved an amendment that Dr. Forsyth continue in the position. This was seconded and carried.

Dr. Lindsay Woods agreed to carry on the office of Honorary Secretary and Treasurer.

Referring to the arrangements for the coming season, the Chairman said it seemed a pity that because one club finished first all the others should get the idea that it was not worth their while finishing, and he asked the representatives to bring the matter before their committees.

It was decided that entries for this season should close on the 25th inst.

Mr. Ford said he thought the Vanguard Club intended to enter the "A" Division this year, but they were not decided on entering the "B" Division.

On the question of the information contained in a letter from the Naval Dockyard Club, who asked for the League's attitude towards hard courts, Mr. Nisbet said he thought they should set their faces against hard courts. They had ruled out the L. E. C. last year, over the same matter.

It was agreed that the Club should be asked to arrange to play on other Clubs' courts.

A note of thanks to the Chairman concluded the meeting.

Alleged Theft by an Employee.

Before Mr. C. D. Melbourne, at the Police Court this morning, an employee of the Wing On Company was charged with stealing \$4 from the Company. Mr. J. H. Gardiner appeared to defend, and the case was adjourned, bail, being fixed at \$100.

Kowloon-Canton Railway:—The revenue collected here was \$1,129 taels, as compared with \$1,080 taels for the same quarter in the previous year, and \$1,124 taels for 1914.

TO-DAY'S MISCELLANY.

Nothing pleases a mere room better than a good natured laugh at the padre's expense, and occasionally circumstances provide an amusing contretemps to gratify their mischievous delight. On one occasion a Catholic chaplain announced to the orderly-room that there would be vespers and benediction the following evening at 6.30. Unfortunately this appeared in next day's orders as "vespers and benediction." Great was the mirth throughout the entire division. The malicious report was set in circulation that the notice attracted a much larger congregation than usual.

Already there are signs which may be symptomatic of an incipient revolt against the Hohenzollern dictatorship, says the Outlook. They come from Southern Germany, where any movement of the kind would be likely to have its origin. Bavarians have had a bad record throughout the war, but the worst excesses were committed when the tide of success seemed to be racing in favour of the Central Powers. Their historical record moreover does nothing to warrant their fidelity to a losing cause. They have, in vulgar parlance, "rattled" too often. It is not surprising therefore that the idea of transferring the Imperial Crown to the Royal House of Bavaria should be the theme of pamphlets extolling the claims of the Wittelsbachs to the dignity. An incident reported from Munich, if authentic, should help to provoke discontent with Potsdam absolutism. It is stated that in a recent riot the German soldiers refused to fire on the crowd, and that Turkish troops from a neighbouring town were requisitioned for the grim duty. To be fired upon in their own city by despised Orientals must have been the limit of exasperation for the haughty Bavarians.

In deciding that canned pineapple is refreshment which may be served after 8 in the evening, the Gateshead Bench would doubtless have won hearty approval from Locke, had he been living in these days. For he had a great fondness for the fruit, in connection with which he set a problem which even the Gateshead magistrates might have found hard to solve. "Try," he wrote, "if any words can give the taste of a pineapple and make one have the true idea of its relish." The words still remain undiscovered.

A number of well-to-do ladies, conscience-stricken at the idle lives they were leading in the pre-war days, some time ago formed a society, every member binding herself to do some kind of work for a war charity. A week or so ago a meeting was held, the proceeds were handed in, and each lady gave an account of how she had employed herself. One lady candidly admitted that she had got her money out of her husband, whereas there was a cry of indignation, and the President observed that this could hardly be called work. "Not work? You don't know my husband!" was the significant retort.

A new profession has been devised by an alert young woman of New York. It occurred to her that those other women who have regular business engagements to occupy most of their time during the day would be glad to pay a small fee to someone who would attend to their domestic "chores" in their absence. Accordingly she undertakes to perform these duties—washing dishes, making beds, dusting rooms, etc.—at a series of small flats in the same neighbourhood at the rate of 50 cents an hour. Included in this sum is the provision of up-to-date labour-saving appliances if the house in question is not already equipped with them. The arrangement has been so successful that the originator of the idea is contemplating a bureau to carry it out on a larger scale than would be possible for a single person. One of its advantages is that it will provide occupation for girls who, while for part-time employment, are in healthy and industrious habits.

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CUTTIA via S'pore, Pang & Rangoon.	Rangoon Maru Capt. Kobayashi T. 8,000 S'pore Maru Capt. Komatsubara T. 12,500	THURSDAY, 19th Apr. THURS., 12th Apr. at 11 a.m.
BOMBAY via S'pore, Malacca & Cebu.	Jinsen Maru Capt. Takahashi T. 8,000 Skatori Maru Capt. A. Kon T. 21,000	FRIDAY, 13th Apr. MON., 30th Apr., at 11 a.m.
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Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, LOILO, LOS ANGELOS.

Steamer Tons & Speed Leave Hongkong

Anyo Maru 18,500 - 15 knots 11th Sept.

For Full Particulars as to Passage & Freight, apply to

T. DAICO, Agent, KING'S BUILDINGS.

Telephone No. 291.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.
Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.

S.S. Tjikembang 12th Apr. | S.S. Arakan 14th May.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to:-

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW & SINGAPORE	Linan	14th Apr. at 9 a.m.
TIENSIN	Kueichow	15th Apr. at d'light
SHANGHAI	Anhui	15th Apr. at d'light
TIENSIN	Tientsin	15th Apr. at 3 p.m.
SHANGHAI	Sunning	17th Apr. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent Saloon accommodation Amidships; Electric fans fitted; Extra State-rooms on Deck Aft, on "Taming" & "Tea." SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "Anhui," "Chenan," "Sunning," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.
Hongkong Apr. 13, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikodas		17th Apr.	22nd Apr.	KOBE
Tjikini		18th Apr.	25th Apr.	SHANGHAI
Tjikajap		8th May	14th May	KOBE

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building. 115

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
----------	---------------------------------	-------------------------------

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiphong	J. W. Evans	SATUR., 14th April, at 3 p.m.
Haikan	A. E. Hodgins	FRI., 20th April, at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
HAIPHONG	Loksang	Sat., 14th Apr. at 7 a.m.
MANILA	Taisang	Sat., 14th Apr. at 3 p.m.
SHANGHAI via Swatow	Wingsang	Sun., 15th Apr. at d'light.
SHANGHAI	Choyang	Tues., 17th Apr. at d'light.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

Chinese steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, some times calling at Swatow. Steamers on this line have a limited amount of passenger accommodation and the rate of passage is low.

MANILA LINE—A regular service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at other than Haiphong.

BORNEO LINE—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kait, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Obolun.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 315.

General Managers.

COMMERCIAL NEWS.

Another Consolidated Rubber Dividend.

The China Realty Co., Ltd. secretaries and general managers of the Consolidated Rubber Estates (1914) Ltd. report that at a meeting of the board of directors held last week it was decided to recommend at the forthcoming annual meeting to be held on April 25, the payment of a final dividend of 12 taels cents per share (equal to 16 per cent), making 52 per cent for the year ended December 31, 1916, to shareholders on record on April 25.

China and the Canal Loan.

Negotiations for the co-operation of Japan and America in the Grand Canal Loan of China have come to a close. The American end will be undertaken by Siemens, Carey and Company, while the Japanese end will be handled by the Industrial Bank of Japan. The condition of the loan as reported by Tokyo papers are said to be as follows:—The total amount of the loan will be ¥13,000,000 of which the United States will cover ¥7,000,000 while Japan will raise ¥5,000,000. The rate of interest will be seven per cent, and the term 20 years. The security will be the whole property of the canal. The Industrial Bank intends to raise the amount by public subscription. Chinese newspapers have given a similar report except that the loan, they say, is to be equally divided between America and Japan.

Japan's Trade with America.

Japan's trade with the United States has been on the increase in the past few years, but according to the report of the Department of Agriculture and Commerce (Tokyo), the total amount of export from Japan to the United States for the months of January and February was ¥3,221,448 which when compared to the previous returns of ¥1,453,374, is an increase of about ¥1,768,074. The latest figures when compared to those of the year before last for the same period is an increase of about ¥2,100,000. The imports amount to ¥1,833,596; the amount for the corresponding term last year was ¥1,931,677, which is a surplus of ¥8,000,000 in favour of the present. When compared with the amount of the year before last the increase is approximately ¥3,000,000. Connections between the two countries are better than with those of European countries and the trade should still pursue a favourable groove says the "Japan Times." High cost of mate sale, and other scarce goods caused by the situation of the war cannot be avoided. The shortage of bottoms too, adds to the inconvenience of the case.

German-American Trade.

The "New York Times," in studying the figures of the foreign trade of the United States in 1916, has unearthed some interesting details. For example, the general impression has been that American trade with the Central Powers was wholly cut off during the year. The figures show, however, that during the period imports from Germany totalled \$65,819,472, of which \$138,265 worth came to America in December. The exports from the United States were \$2,260,624, of which \$1,142,353 were in December. Austria-Hungary did not fare so well, the imports during the year having been only \$69,211, and the exports \$61,771. In December the imports were \$7,80 and the exports none. The imports from Germany included the following: Artwork, \$2,288; colour sordyes, \$463,100; cotton cloth, \$0,248; laces, etc., \$185,191; knit goods, \$454,822; China and earthenware, \$306,650; gloves, \$161,000; books and other printed matter, \$62,581; sparkling wines, \$440, and still wines, \$450.8. The distribution of the general imports into the United States showed that about 25 per cent came from Europe, a little more from North America, about 23 per cent from South America, and a small amount from Asia. About 10 per cent of the imports were from Africa and a little more from Oceania. Of general colour dyes there were imported \$147 worth, as against \$1,147 in 1915. In December there were 141,990 pounds of ingots.

For the best

ment, Broad

sectionary.

Price, 10/-

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)
This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.
Next Sailings from Hongkong:
This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.
For freight and passage apply to—
York Building, Tel. 1574.
HONGKONG, 30th Dec., 1916. JAYA-CHINA-JAPAN LIJN. Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers "ECUADOR," "VENEZUELA" and "COLOMBIA," 14,000 tons Each.
Hongkong to San Francisco, via Shanghai, Kobe, Yokohama and HONOLULU.
THE SUNSHINE BELT.
The most Comfortable Route to America and Europe.
Sailings from Hongkong:
S.S. "COLOMBIA" April 25, at noon.
S.S. "VENEZUELA" May 21.
S.S. "ECUADOR" June 20.
These steamers have the most modern equipment including ALL LOWER BERTHS and Large Comfortable Staterooms (all single and two berths only).
The Safety and Comfort of Passengers is our First Consideration. Ticket are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Service, Ltd.
For further information, rates, literature, schedules etc., Apply to—
Company's Office in ALEXANDRA BUILDINGS, Chater Road.
Telephone No. 141.

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AMERICAN EXPRESS TRAVELLERS CHEQUES—the best form in which to carry travel funds.
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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.
Single Fare by Night Steamer \$ 7.00
Return Fare by Night (available also for return by day steamer) 12.00
Single Fare by Day Steamer 6.00
Return Fare by Day Steamer 11.00
HONGKONG TO CANTON. | CANTON TO HONGKONG.
FRIDAY, 13th APRIL, 1917.
10.00 p.m. Heungshan. | 4.00 p.m. Fatshan.
SATURDAY, 14th APRIL, 1917.
8.00 a.m. Fatshan. | 8.00 a.m. Kinshan.
10.00 p.m. Kinshan. | 4.30 p.m. Heungshan.

HONGKONG-MACAO LINE.
S.S. Taishan Tons 2,008. | S.S. Sui Tai Tons 1,651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays, at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.
EXCURSION TO MACAO.
SUNDAY, 15th APRIL, 1917.
The Company's Steamship.
"TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m. and return from Macao at 3 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
FARES AS USUAL.
MACAO-CANTON LINE.
SERVICES SUSPENDED.

INTERSERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDU-CHINA STEAM NAVIGATION CO., LTD.
CANTON-WUHOW LINE.
S.S. SAINAM 588 Tons, and S.S. NANNING 569 Tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday, and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation, and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANHONG (First Floor), Opposite the Bank of China.

NOTICES.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD. SPECIAL ATTENTION GIVEN TO THE SHIPPING OF TOURISTS' BAGGAGE AND PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
FORWARDING DEPT.
11, Chater Road. Phone No. 1500.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.
OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.
TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
Telegraphic address "COUPON." THOS. COOK & SON, 16, Des Voeux Road, HONGKONG, also SHANGHAI, PEKING, YOKOHAMA, MANILA, Chief Office—LUDGATE CIRCUS, LONDON, E.C., Telephone No. 521.

SHIPPING.

"NEDERLAND" ROYAL MAIL LINE.
(STOOMVAART MAATSCHAPPY "NEDERLAND")
"ROTTERDAM LLOYD" ROYAL MAIL LINE.
(STOOMVAART MAATSCHAPPY "ROTTERDAMSCH LLOYD")
JOINT SERVICE
between NETHERLAND'S EAST INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.
Next sailings for SAN FRANCISCO via Nagasaki, Yokohama and Honolulu:
Steamers. to sail.
"RINDJANI" 20th April.
These superior passenger steamers have accommodation for first and second class saloon passengers. In the SECOND CLASS EUROPEANS ONLY will be carried.
For further particulars please apply to—
JAYA-CHINA-JAPAN-LIJN.
Agents:—JAYA PACIFIC MAIL SERVICE.

CONSIGNEES

NOTICE TO CONSIGNEES.
CHINA MAIL S.S. CO., LTD.
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & SHANGHAI.
"CHINA"
The above mentioned steamer having arrived, Consignees of cargo from above ports are requested to send in their Bill of Lading duly endorsed for countersignature and to take immediate delivery of their goods from ship's side.
Cargo impeding discharge will be landed at once, and cargo remaining on board after April 11th will be landed at Consignee's risk and expense into Co's Godown.
Cargo undelivered after SATURDAY, April, 14th, 1917, will be subject to landing and storage charges.
No insurance whatever will be effected.
No claims will be recognised after the goods have left the steamer or Godown.
All chafed and otherwise damaged goods will be landed into the Company's Godown, where they will be examined on MONDAY, 16th April, 1917, at 10 A.M.
No claims will be recognised if filed after the 30th April, 1917.
O. H. BITTER, Agent.
Hongkong, 9th April, 1916.

CONSIGNEES

TOYO KISEN KAISHA.
S.S. "PERSIA MARU."
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and MANILA, P. Is.,
The above named steamer having arrived, consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.
Cargo remaining undelivered on the 13th April, at 5 P.M., will be landed at consignee's risk and expense, and delivery must then be taken from the Company's Godown.
Storage charges will be assessed on all cargo remaining undelivered on the 17th April, at 5 P.M.
No Fire Insurance whatever will be effected.
No Claims will be recognised after the goods have left the Steamer or Godown.
All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on the 19th April, at 10 A.M.
No Claims will be recognised if filed after the 2nd May, 1917.
T. DAIGO, Agent.
Hongkong, 11th April, 1917.

NOTICE.

TSANG FOOK.
PIANOS & ORGANS REPAIRED.
RE-REGULATED, CASES RE-PAIRED, WORK & FINISH GUARANTEED.
LOWEST PRICES.
WITH A SPECIAL DISCOUNT TO TRAVELLERS.
11, Des Voeux Road, HONGKONG.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
NEW YORK, SAN FRANCISCO AND CANADA.			
San Francisco via Japan	China	C. M. S. S.	16, Apr.
San Francisco via Japan	Persia M.	T. K. K.	18, Apr.
San Francisco via Japan	Rindjani	J. C. J. L.	20, Apr.
San Francisco via Japan	Colombia	P. M. S. S.	25, Apr.
San Francisco via Japan	Korea M.	T. K. K.	30, Apr.
San Francisco via Japan	Awa M.	N. Y. K.	1, May.
San Francisco via Japan	Yokohama M.	N. Y. K.	9, May.
San Francisco via Japan	Siberia M.	T. K. K.	12, May.
San Francisco via Japan	Arakan	J. C. J. L.	14, May.
San Francisco via Japan	Venezuela	P. M. S. S.	21, May.
San Francisco via Japan	Tenyo M.	T. K. K.	23, May.
San Francisco via Japan	Nippon M.	T. K. K.	11, June.
San Francisco via Japan	Ecuador	P. M. S. S.	20, June.
San Francisco via Japan	Anco M.	T. K. K.	11, Sept.

JAPAN AND COAST PORTS.

Nagasaki, Kobe and Yokohama	Aki M.	N. Y. K.	13, Apr.
Shanghai, Kobe and Yokohama	Jinsen M.	N. Y. K.	13, Apr.
Swatow and Bangkok	B. & S.	B. & S.	13, Apr.
Swatow and S. Singapore	Chengtu	B. & S.	13, Apr.
Haiphong	Loksang	J. M. Co.	14, Apr.
Swatow, Amoy and Foochow	Haihong	D. L. Co.	14, Apr.
Manila	Teisang	J. M. Co.	14, Apr.
Swatow and Singapore	Kueichow	B. & S.	14, Apr.
Shanghai via Swatow	Linan	B. & S.	14, Apr.
Shanghai	Wingsang	J. M. Co.	15, Apr.
Tientsin	Anhui	B. & S.	15, Apr.
Shanghai	Tientsin	B. & S.	15, Apr.
Shanghai	Choyang	J. M. Co.	17, Apr.
Shanghai, Moji and Kobe	Sunning	B. & S.	17, Apr.
Kobe	Rangoon	N. Y. K.	19, Apr.
Shanghai	Tjibodas	J. C. J. L.	19, Apr.
Shanghai, Kobe & Yokohama	Tjikini	J. C. J. L.	19, Apr.
Kobe	Katori M.	N. Y. K.	30, Apr.
	Tjilatjap	J. C. J. L.	11, May.

CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"KAGA MARU,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.
Goods not cleared by the 18 April, 1917, will be subject to rent.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong 11th April, 1917.

WATER RETURN.

Level and Storage of water in Reservoirs on April 1, 1917.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

From	1916	1917
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

From	1916	1917
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15

Consumption of water in the City and Hill District of Kowloon, 1917.

From	1916	1917
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15

Services to houses in the Kowloon District.

From	1916	1917
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15

Consumption of water in Kowloon in millions and decimals of gallons during the month of April, 1917.

From	1916	1917
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15
Tyran	137.15	137.15

The Government Analyst's reports show that the water is of excellent quality.

W. CHATHAM, Public Works Department, Water Authority.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.
Cable Used At: A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians.
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:

NAME OF DOCK OR SLIP	LENGTH ON KEEL FEET	BREADTH AT HEAD FEET	BREADTH AT STERN FEET	DEPTH OF WATER FEET	TYPE OF DOCK
KOWLOON					
No. 1 Dock, Kowloon	200	40	40	10	W. DOCK
No. 2 Dock, Kowloon	150	30	30	10	W. DOCK
No. 3 Dock, Kowloon	100	20	20	10	W. DOCK
No. 4 Dock, Kowloon	80	15	15	10	W. DOCK
No. 5 Dock, Kowloon	60	10	10	10	W. DOCK
No. 6 Dock, Kowloon	40	10	10	10	W. DOCK
No. 7 Dock, Kowloon	30	10	10	10	W. DOCK
No. 8 Dock, Kowloon	20	10	10	10	W. DOCK
No. 9 Dock, Kowloon	10	10	10	10	W. DOCK
No. 10 Dock, Kowloon	10	10	10	10	W. DOCK
No. 11 Dock, Kowloon	10	10	10	10	W. DOCK
No. 12 Dock, Kowloon	10	10	10	10	W. DOCK
No. 13 Dock, Kowloon	10	10	10	10	W. DOCK
No. 14 Dock, Kowloon	10	10	10	10	W. DOCK
No. 15 Dock, Kowloon	10	10	10	10	W. DOCK
No. 16 Dock, Kowloon	10	10	10	10	W. DOCK
No. 17 Dock, Kowloon	10	10	10	10	W. DOCK
No. 18 Dock, Kowloon	10	10	10	10	W. DOCK
No. 19 Dock, Kowloon	10	10	10	10	W. DOCK
No. 20 Dock, Kowloon	10	10	10	10	W. DOCK

HEAD OFFICE: KOWLOON.
Telephone No. 54.

QUEEN'S BUILDING.
Telephone No. 30, Hongkong.

GENERAL SHIPPING NEWS.

9

Germany Balloons

Germany has adapted to the building of U. boats the same kind of workshop methods as are employed by the manufacturers of cheap American motor cars, remarks an Exchange. Paris and processes are duplicated meticulously with the object of facilitating quick construction. In a manner of speaking, submarines are "chopped out" like ready-made clothing or cheap furniture in an East End factory. It is by following this practice that Germany has obtained enough U. boats to make her latest piratical outburst a thing of serious portent. This is how her system of building them is organized. A standard pattern of U. boat has been designed. Each separate part of it is made in quantities by firms who devote themselves to this task only. Some construct a given section of the hull or a portion of the fitting or the machinery. Whatever may be the task allotted to a factory, it concentrates all its attention on that fraction of the vessel and undertakes no other part of it, with the result that the workmen, being always employed in making one thing have become expert at their task and able to do it expeditiously. The various parts thus produced are sent to one of the shipyards and there bolted together by staffs of men whose whole time is given to "assembling" the portions of hull and machinery which other men have made. The building yard employees merely "sew together" a garment that has been cut out elsewhere. "A submarine built at Kiel" really means a submarine put together there. Possibly 30 different establishments in as many different parts of the country were each responsible for their little piece of the whole. The advantage of such a system as this in speeding up construction will be obvious to anyone acquainted with shipbuilding. By it a dozen boats can be turned out for every one that could be constructed by the usual methods which entrust a yard with the building of a complete boat and make no provision for the standardizing of parts so that they can easily be duplicated. This practice of standardizing her submarines helps Germany immensely, in another way that is quite as important to her as rapid construction. All her new U. boats being of the one type, crews can be changed from one vessel to another without any loss of efficiency. The new submarine to which they go is so exactly like the old one that they have left, that no "shaking down" period is necessary to enable the officers and men to get used to their craft. Nor do the advantages end here. In the Baltic, Germany has established a school for training submarine crews. If she had varying types of U. boat one at least of each kind would have to be "tied up" for instructional duties, and the officers and men taught to handle one class could not be transferred directly to another and sent right off to sea. But as a result of having standardized her boats she need use only one or two for instructional purposes. They are sufficient to train crews of a whole flotilla, as the complements passed through them can be passed directly to the craft commissioned for active service as these are completed. Standardized training thus follows upon standardized construction, and enables Germany to get the maximum of work out of her submarines. It is this methodical way of going about the business which has enabled her to make her submarine menace at least a very real one. Germany has not always had her private fleet organized on this well thought out plan. Its adoption coincided with her decision to devote her naval energies mainly to submarine warfare. Having made up her mind for the action, she began methodically preparing to make it as effective as possible when the time came to start—when she was quite ready. Germany's requirements differ so much from those of other Powers that the latter's cases would be of no use to them. This

building of submarines on the standardized principle has drawbacks as well as advantages. The latter are only for a country that has to meet an emergency which calls for numbers above any other consideration, and wants them quickly at that. It does not produce the best type of submarine, as design must be ruled rather by what can be done than by what is best to do, and that means limitations which may prove handicaps. But, this drawback notwithstanding, Germany has greatly improved the constructional details of her U. boats. The latest U. boats, as is well known, are much larger than their predecessors. One sometimes sees them described as submersible cruisers. Whether that description may be regarded as accurate or not depends upon what one understands by "submersible cruiser." There is no evidence that Germany has yet sent out U. boats to which a naval man would apply this name. But this must not be taken as implying that her under-water craft are to be lightly regarded. Quite the other way about. So much has their displacement been increased that they are capable of a wide radius of action and by husbanding their fuel supplies can keep the sea for a long time. Moreover, they possess high speed (high for a submarine, which, of course, must be judged by standards different from those applied to surface ships), and they can dive very quickly. Guns equal in power to those carried by some destroyers are now being mounted in them. These weapons are placed on a disappearing mounting; that is, are raised from the interior of the boat when required and lowered again when she dives. Over the gun emplacement is an armored hatch which lifts with the gun and forms a strong, protective hood above the gun and its crew while the weapon is in action. As the guns lower, so this hatch automatically sinks back until it falls into place again as a part of the hull. Their torpedoes are mostly short range weapons loaded with a very explosive charge. Shortness of range enables them to carry a much more powerful warhead than they would be able to do if they were engaged to travel a longer distance. On their boat shaped bows is fitted a cutter designed to enable the boat to shear its way through any obstacle it may encounter. They are equipped also for mine laying and, in fact include this among their regular activities. With a view to enable them better to resist attack, they are built with two hulls, one outside the other, somewhat like a steel cylinder enclosed in the hull of a boat. And living conditions for their crews are better than they were in the earlier type of U. boat.

Newchwang Shipping.

During the quarter ended in December 1916 the total number and tonnage of vessels which entered and cleared at Newchwang was 214 vessels of 214,319 tons which was a decrease of 13 vessels and 35,277 tons, compared with the December quarter in 1915. The percentages of the different flags were 28.6 British, 46.4 Japanese, 20.0 Chinese and 7.0 Dutch and Russian.

Black List for Japanese Shipowners.

The charter party concluded by the N. Y. K. for the s.s. Tencho Maru, owned by Mr. K. Oguma, Hokkaido, gave rise to a question in the Charterers Union. Mr. Oguma has earned himself an unenviable reputation for many questionable practices. But the charter party had been signed before the Union definitely blacklisted the shipowner under a cloud. Moreover the N.Y.K. had chartered the ship without a knowledge of what a reputation the shipowner bore. Mr. Katanda, who intervened with the Union, gave a pledge that the terms of the charter party would be faithfully observed, and thus the charter party was approved of by the Union. The Union has under its the preparation of a black list in order to clarify the tainted atmosphere of the charter market.—Exchange.

The Coole Trade.

The fare charged from Swatow to Bangkok now for a deck passage is twelve dollars; and from Bangkok twenty ticals per head is paid.

Brazilian Admiral's Invention.

Vice-Admiral Guimaraes of the Brazilian Navy has invented for pouring oil upon the water in storms, a method that is a notable advance upon the methods hitherto in use. The efficacy of a thin film of oil in breaking the force of waves has been well-known ever since Admiral Clouet of the French Navy announced it to the Academie des Sciences in 1887. The multitude of torpedo boats, motor boats, trawlers and other small craft with which the Entente Allies are patrolling their coasts and watching for enemy submarines has made it more than ever necessary to improve the methods of spreading the oil. Admiral Guimaraes has devised a small cannon that can be moved about easily and installed anywhere on a ship. This fires a projectile which is nothing but a glass bottle nine inches long and nearly three inches in diameter, filled with seawater soaked in animal or vegetable oil—fish is the best. This is shot from the cannon by a charge of about an ounce and a half of powder. It can be aimed with great precision to fall just where it will do most good.—Exchange.

Siam Steam Packet Co., Ltd.

The annual meeting of shareholders in the above Company took place last month at Bangkok. Dr. T. Heyward Hays presided, and there were also present: Mr. W. Duncan, Mr. J. Aitchison, Mr. Cowan Newlands, Mr. J. D. Powell, Mr. A. Wishart, Mr. J. Reith, and Mr. Lert, with Mr. A. Carson, Secretary. The Chairman said: I should like to draw your attention to one or two items of interest which do not appear in the accounts before you. Our carry forward from Working Account is only ticals 42,420 against ticals 52,447 last year and still our receipts were some 30,000 ticals more than they were in 1915. During the past two years we have added several new steel motor launches to our fleet and have considerably extended our field of activity. We have the satisfaction of seeing our new building scheme justified by increased traffic returns. Against this, however, is the encumbrance in the price of fuel—both wood and oil. The average price of kerosene was roughly 2/20 ticals per tin in 1914, 2/35 in 1915 and 3/24 in 1916, so you can see where our profits have gone. Added to this the price of stores and repairs have also gone up in the same proportion. It may be asked why have we not increased our fares. Well, your directors feel rather reluctant to do this. We have made a small increase on some of our runs but generally speaking fares are still at pre-war rates. We have not asked the Siamese public to pay the loss the great war is causing us, and we feel that this is our best policy. We are in a position to pay the same dividend as last year and under the circumstances must feel satisfied but we hope that when the war is over and prices return to normal we shall be able to recommend the payment of larger dividends. I now move the adoption of the accounts and the recommendation of the directors for distribution of profits and after the resolution has been seconded, I will answer any questions.

Port for Mysore.

Bangalore, March 9.—Mr. G. Richards, Engineer-in-Chief, Mysore and West Coast Railway Survey, says in the course of an exhaustive note on the Mysore and West Coast Railway projects and scheme for a port for this State:—The ports on the west coast of India, which are nearest to Coorg and adjacent part of the Shimoga group, are Mangalore and Beypore and the other ports between these two, but ports north of Mangalore and south of the Beypore have been proposed by the Government of British India and Mysore. At present all West Coast ports from

Honavar to Cochin are open roads.

steads for ocean-going steamers. The majority of the ports have backwaters at the mouth of one or two rivers in which shallow draft lighters or country boats can shelter. Honavar and Mangalore are ports of this type. Mr. Richards visited Shirali or Venkatapur about four and a half miles north of Bhatkal and came away with the impression that it is not nearly so promising as Malpe. Half way between Bhatkal and Honavar there is a place called Murdeshwar or Modeshwar, which appears to offer facilities for the construction of a big outer harbour. There is no backwater here, but there is a rocky peninsula jutting out nearly half a mile into the sea with rocks south-west of it and Hawkins Reef about a mile north of it. A railway from Shimoga to Murdeshwar would be a little longer than a railway from Shimoga to Bhatkal. Honavar is the northernmost port which is worth consideration by the Mysore Darbar. There is a very large backwater and from the Survey of India maps it is clear that we can run a railway from Shimoga "via" Jog and Geroppe to a terminus on Kasarkod spit, just south of the mouth of the Honavar backwater. If the Honavar backwater can be dredged cheaply it is worthy of consideration by the Mysore Darbar as a site for a harbour of the inner type. Perhaps the Darbar might be allowed to lease a square mile of land on or near the Kasarkod spit. Honavar appears to Mr. Richards to be much more worthy of consideration than Bhatkal as a port for Mysore. Mangalore and Malpe both have their advocates who put forward the claims of either place to be the principal port of the South Canara District and of the Mysore State. The advocates of Mangalore claim that its geographical position makes it a natural outlet for the produce of Mysore, and they point out to the making and coffee curing works already established at Mangalore and the amount of its exports and imports. The advocates at Malpe point to its facilities for constructing a good harbour at a comparatively small cost. The construction of railways to connect Mysore with the West Coast has been under consideration for many years. The lines which have been surveyed or suggested up to date include one from Shimoga to Bhatkal. It is one of several feasible lines which can start from Shimoga or some other station on the Shimoga branch of the Mysore State Railway, and terminate at Malpe or Honavar. This line is now being surveyed by the Government of Mysore. Mr. Richards hopes that the Darbar will soon decide that they must abandon all hope of making a good harbour at Bhatkal. Perhaps they will then examine the possibilities of the line from the Honavar backwater, through Jog and Geroppe to Honavar. It should be clearly understood that no line in the Shimoga group will do much good to the Bombay Presidency or the Madras Presidency or Coorg. It is possible that a line in the Shimoga group may be more advantageous to the Mysore State than any other, but he has not yet got sufficient data about the cost and traffic prospects of any line to say whether this is so or not. The Government of Mysore have now a big staff of railway officers including an agent and chief engineer, a superintending engineer for railway survey and a traffic manager. These three officers should consider which is the best of the many lines in the Shimoga group. The agent should then submit their recommendations and data for consideration of the Mysore Darbar and its consulting engineer. When we have got to that stage we can decide if the best line in the Shimoga group is as good as the Honavar-Mangalore line. His present opinion is that the best line in the Shimoga group runs through Tirballi to Malpe, but that no line in the Shimoga group can beat the Honavar-Mangalore line if we take into account not only the interests of Mysore, but also the interests of Coorg and the adjacent parts of the British

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.		
BANKS.	b.	\$705
Cantons	b.	\$375
North China	n.	\$150
Unions	n.	\$910
Yangtzes	n. ex 73	\$235

FIRE INSURANCES.		
China-Fires	b.	\$155
H. K. Fires	sa.	\$332½

SHIPPING.		
Douglases	s.	\$86
Steamboats	n.	\$18
Indos (Def.)	b.	\$126½
Indos (Pref.)	n.	\$414
Shells	n.	105/-
Ferries	b.	\$54

REFINERIES.		
Sugars	n.	\$114
Malabons	b.	\$32

MINING.		
Kallans	n.	36/-
Langkats	b.	17
Raubas	b.	\$2.25
Tronahs	s.	27/6
Urals	n.	28/-

DOCKS, WHARVES, GODOWNS, &c.		
H. K. Wharves	b.	\$814
Kowloon Docks	b. & sa.	\$124
Shai Docks	n.	88

LANDS, HOTELS AND BUILDINGS.		
Centrals	b.	\$96
H. K. Hotels	n.	\$102
Land Invest.	b.	\$97
H. K. Phreys Est.	n.	\$6.25
K'loon Lands	n.	\$38
Shai Lands	n.	\$80
West Points	b.	\$75

COTTON MILLS.		
Ewos	n.	\$147½
Kung Yiks	b.	13½
Shai Cottons	b.	117
Yangtzeppos	n.	5

MISCELLANEOUS.		
Borneos	n.	\$1.8
China Light & P. b.	n.	\$1.75
Providents	n.	\$8
Dairy Farms	b.	\$23½
Green Islands	s.	\$8.50
H. K. Electric	b.	\$50
H. K. Ice Co.	n.	\$151
Ropes	b.	\$234½
Steel Foundries	n.	\$10
Trams, Low Level	n.	\$7.40
Trams, Peak, new	n.	\$9.80
Laundries	b.	\$8.40
U. Waterboats	sa.	\$18
Watsons	n.	\$61
Wm. Powells	b.	\$4
Morning Posts	n.	\$29

CORRECTED TO MONDAY

APRIL 13, 1917.

BENJAMIN & POTTS.

Share and General Brokers, Princes Building.

Tel. address: Broker.

EXCHANGE.

SELLING.

T/T Demand	2/4½
30 d/s.	2/4 5/16
60 d/s.	2/4 3/4
1 m/s.	2/4 3/4
T/T Shanghai	2/4 9/16
T/T Singapore	Nom.
T/T Japan	10 1/4
T/T India	10 1/4
T/T San Francisco	Nom.
T/T New York	56
T/T Java	137
T/T Marks	Nom.
T/T France	321
Demand, Paris	321 1/2

BUYING.

4 m/s. L/C	2/5 1/16
4 m/s. D/E	2/5 3/16
6 m/s. L/C	2/5 5/16
30 d/s. Sydney & Melbourne	2/5 5/16
30 d/s. San Francisco	57 1/4
1 m/s. New York	57 1/4
4 m/s. Marks	Nom.
4 m/s. France	333
6 m/s. France	338
Demand, Germany	Nom.
Demand, New York	56 1/4
T/T Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	112
Demand, Singapore	100 1/4
On Haiphong	3% prem.
On Bangkok	2 1/4% prem.
Sourabaya	65 1/4
Gold Leaf, per oz.	48.40
Bar Silver, per oz.	36 1/4

SUBSIDIARY COINS.

DISCOUNT PER \$100:

Chinese—20 cts. piece, 65 1/4; 10 cts. piece, 65 1/4; 5 cts. piece, 65 1/4; 2 cts. piece, 65 1/4; 1 cts. piece, 65 1/4; 1/2 cts. piece, 65 1/4; 1/4 cts. piece, 65 1/4; 1/8 cts. piece, 65 1/4; 1/16 cts. piece, 65 1/4; 1/32 cts. piece, 65 1/4; 1/64 cts. piece, 65 1/4; 1/128 cts. piece, 65 1/4; 1/256 cts. piece, 65 1/4; 1/512 cts. piece, 65 1/4; 1/1024 cts. piece, 65 1/4; 1/2048 cts. piece, 65 1/4; 1/4096 cts. piece, 65 1/4; 1/8192 cts. piece, 65 1/4; 1/16384 cts. piece, 65 1/4; 1/32768 cts. piece, 65 1/4; 1/65536 cts. piece, 65 1/4; 1/131072 cts. piece, 65 1/4; 1/262144 cts. piece, 65 1/4; 1/524288 cts. piece, 65 1/4; 1/1048576 cts. piece, 65 1/4; 1/2097152 cts. piece, 65 1/4; 1/4194304 cts. piece, 65 1/4; 1/8388608 cts. piece, 65 1/4; 1/16777216 cts. piece, 65 1/4; 1/33554432 cts. piece, 65 1/4; 1/67108864 cts. piece, 65 1/4; 1/134217728 cts. piece, 65 1/4; 1/268435456 cts. piece, 65 1/4; 1/536870912 cts. piece, 65 1/4; 1/1073741824 cts. piece, 65 1/4; 1/2147483648 cts. piece, 65 1/4; 1/4294967296 cts. piece, 65 1/4; 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